Improvement in postal services in the country

1484. SHRI KRISHNA KUMAR BIRLA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have recently contemplated measures to improve the postal services in the country;

(b) if so, the details thereof;

(c) whether a cell of eminent persons would also be set up to monitor the postal efficiency;

(d) if so, the composition of the cell and by when it will start functioning; and

(e) to what extent postal services are likely to be improved as a result thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) The following are some of the contemplated measures to improve the postal services:

(i) To motivate the postal employees, it is proposed to give the Best Postman Award on quarterly basis for each of Postal Division in the country;

(ii) To take steps to improve the stamp impressions on articles of mail;

(iii) To monitor the punctuality and efficiency of the service periodically;

(iv) To instal the multipurpose computerised counter machines at 4000 post office counters;

(v) Monitoring the delivery system in the rural areas.

(c) No, Sir.

(d) Question does not arise.

(e) The afforts to improve the Postal Services is a continuing process which depends not only on the measures taken by the Department but also on the efficiency of the infrastructural services namely Roadways, Railways and the Airlines. It also depends upon the Discipline, productivity and output of the staff in a whole range of Manual Operations. The above measures and those listed under (b) above are likely to improve the postal services.

Operational efficiency in DTC depots

1485. MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the operational efficiency of some of the DTC Bus Depots such as, Vasant Vihar, Okhla, Hari Nagar, Mayapuri, Naraina and Bawana etc. has been going down since 1990-91 as compared to previous years;

(b) if so, the reasons therefor;

(c) the details of the trips missed by these depots during the last three years and during the current year so far, year-wise, and depot-wise;

(d) what steps have been taken or are being taken against the Depot Managers resposible therefor; and

(e) the details of the route rationalisation carried out on routes operated by those Depots during the last fourteen months and the steps taken to improve the situation?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir. The operational efficiency has declined due to disturbed conditions and increase of overaged fleet since 1990-91 as compared to previous years.

(c) The details are given below:—

(upto June, 91)

Sl.No.	Depot	88-89	89-90	90-91	91-92
1	Vasant Vihar Depot	1030	1166	2920	1014
2	Okhla Depot I	1360	1904	3335	1165
3	Okhla Depot II	1368	1732	2894	1037
4	Hari Nagar Depot I	1371	1256	3171	904
5	Hari Nagar Depot II	1156	1062	2581	723
6	Hari Nagar Depot III	635	668	1874	497
7	Mayapuri Depot	318	503	1196	394
8	Naraina Depot	973	901	2064	653
9	Bawana Depot	1330	1302	1814	465

(d) Depot Managers are endeavouring to improve performance within the existing constraints. Their performance is monitored periodically as Depot as well as Regional Level in Review Meetings.

(e) Route rationalisation is a continuous process. The details of route rationalisation carried out in those Depots during the last 14 months are given in the attached Statement. No route was rationalised in Hari Nagar II Depot and Hari Nagar III Depot during this period.

Statement

Details of the Route Rationalisation

Depot/Route	Details
Hari Nagar Depot-I	
LTD—0905 hrs.	This trip extended upto Central Secretariat. Previously operating upto Shivaji Stadium.
LTD—0805 hrs.	The trip operating from C-3, Janakpuri to Central Sectt. extended upto Nehru Place (T).
LTD—0915 hrs.	The trip operating from A-1, Janakpuri to Central Sectt. diverted from Kirby Place to Carriappa Marg directly.
L. Spl.—1812 hrs.	The trip operating from Pragati Maidan to Karam Pura converted into ordinary.
L. Spl.—0900 hrs.	New trip from Hari Nagar Clock Tower to Central Secretariat (Lady Special).

Depot/Route	Details
731	Diversion made between More line and Shastri Bazar.
LTD—0640 hrs.	Ltd. trip discountinued operating between A-1,Janak Puri to Pragati Maidan.
P. 11—0845 hrs.	The trip operating from Tilak Nagar to I.T.O. converted into LTD.
U-Spl.—1425 hrs.	New trip provided from C-1, Janakpuri to Aurvindo College.
L. Spl.—1310 hrs.	New trip provided from Delhi Cantt. Sadar Bazar to Kapashera.
752	Diversion *via* Sadar Bazar.
LTD—0745 hrs.	A new Ltd. trip provided from Tilak Nagar to Mehrauli.
Naraina Depot	
LTD —0825 hrs.	New trip provided from DTC Shadi Pur Colony to Pragati Maidan.
Mayapuri Depot	
LTD—0850 hrs.	The tirp extended upto Vishal Enclave.
LTD—0850 hrs.	Diversion between Kirby Place and Carriappa Marg.
RL-78—1605 hrs.	New trip provided from Maya Puri to Nagafgarh.
909—1900 hrs.	A New trip provided from Zakhira to Rani Bagh.
U-Spl.—0820 hrs.	Extension of the trip upto Paharganj.
108	Diversion between staff quarter and Balak Ram Hospital.
Ord. fare trip 0950/1820 hrs.	A new trip provided on route No. 71 at 0950 and *vice versa* at 1820 hrs. from Inderpuri to Kidwai Nagar.
783 L. Spl.—1740	New ladies special trip provided from Sahid Bagat Singh (T) to Najafgarh.
838	New oridinary trip provided from Delhi Gate to Tilak Nagar.
Bawana Depot	
LTD trip from Bawana to ITO	Departure time changed from 0820 to 0810 hrs.
New LTD trip at 0750 hrs.	Trip introduced from Bawana to A.I.I.M.S.
106—0725 hrs.	Trip from Qutab Garh to Railway Station converted into Lady Special trip.
L. Spl. 106—0725 hrs.	Trip from Qutab Garh to Railway Station changed as usual oridanary trip.
Route 158	Route modified in between Alipur Garhi and Holambi Kalan More *via* Holambi Khurd. 1735 hrs. trip on route 130 from Kendriya (T) to Bawana converted as LTD 0710 hrs. trip on Route 188 from Qutab Garh to Kendriya (T) changed into Lady Special trip.

Depot/Route	Details
L. Spl. trip on route 188—0710 hrs.	Converted as usual ordinary trip.
Okhla Depot-I	
407	Curtailed at R.K. Puram.
417	Operating between Red Fort and Press Enclave modified in the Sector between MCKR Hospital and Paras to operate via Greater Kailash-I.
467	Diverted to operate *via* Rao Tula Ram Marg.
411, 450, 454 & 470	Increased in running time.
Okhla Depot-II	
409, 438, 451	Increased in running time.
Vasant Vihar Depot	
56	Extended from R.K. Puram to Vasant Vihar (T).
660	Changed to operate via Sansad Marg.

एटा टेलीफोन केन्द्र में पुरानी मशीनों का लगाया जाना

1486. **श्रीमती सत्या बहिन :** क्या संचार मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मोदी नगर टेलीफोन केन्द्र से अनुपयोगी मशीन को हटाकर एटा टेलीफोन केन्द्र में लगाया गया था, यदि हां, तो इसके क्या कारण हैं;

(ख) मोदी नगर टेलीफोन केन्द्र से ऐसी मशीन को हटाए जाने के क्या कारण हैं; और

(ग) एटा में नई मशीन कब तक लगाई जायेगी और इस संबंध में सरकार ने क्या प्रबन्ध किये हैं ताकि इस अनुपयोगी मशीन के कारण बार-बार टेलीफोन खराब होने की शिकायतों को दूर किया जा सके ?

संचार राज्यमंत्री (श्री पी०वी० रंगैया नायडू : (क) मोदी नगर में फ़ालतू हुए टैलि फोन एक्सचेंज उपस्कर को एटा एक्सचेंज के विस्तार के लिए एटा में संस्थापित किया गया था ताकि प्रतीक्षा सूची का निपटा किया जा सके। यह तथ्य सही नहीं है कि यह उपस्कर पुराना हो चुका था।

(ख) मोदीनगर में टेलीफोन एक्सचेंज को पुराने स्थान से नए स्थान पर शिफ्ट करने के कारण उपर्युक्त उपस्कर फ़ालतू हो गया था।

(ग) एटा में 1992-93 के दौरान 1000 लाइनों के एक इलेक्ट्रानिक एक्सचेंज की संस्थापना करने की योजना है। एटा स्थित मौजूदा एक्सचेंज उपस्कर को बदले जाने तक, इसकी नियमित मरम्मत तथा रख-रखाव के लिए प्रबन्ध किए जा रहे हैं।

Expenditure on printing of postal stationery

1487. **SHRI PRAVAT KUMAR SAMANTARAY:**

SHRI SARADA MOHANTY:

SHRI CHANDRA MOHAN SINHA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) what is the total amount spent annually for printing of postal stamps inclu-